



## SPECIAL NOTICES.

## WOMEN.

"Contemplating inciting their wives are sometimes inclined to listen to the claims of the country, 'cheaper' of the policy taking their fancy." As time goes on, however, the wife is being subject to a continuous rise in rates. Of course this one drop out of the rates, but it is to be noted that at the lower previously expected is swallowed up by the concern. Naturally, the wife's rate is to be expected to go up again when her husband's money, further, is lost, however, it is not necessary that the wife's rate be the same as the husband's. The wife's rate is to be expected to go up again when her husband's money, further, is lost, however, it is not necessary that the wife's rate be the same as the husband's.

The Connecticut Mutual Life Insurance Co.

H. M. FAIRBANKS,  
GEN. AGENT,  
1 MAIN STREET, BANGOR, ME.

## THE WAR LOAN

For having been much overburdened by investors, it is to be expected that the market will be looking for other channels in which to invest its money.

## Municipal Bonds

are to be expected to be safe in view of the government of the country's money.

## Tyler, Fogg &amp; Co.

Nichols Building, Bangor, Me.

**Edward Isaac Small Arrested by State Detective F. L. Odlin, Lewiston, at Mattawamkeag in Tues-**

**Believed That Arrogant, the Lubee Gold Fakie, Has Been Hounded and Blackmailed by Shrewd Criminals.**

When the 12:25 train from the chat headed up at the Exchange street station this morning there descended State Detective F. L. Odlin, of Lewiston, and his prisoner, Edward Isaac Small, a native of Randolph Falls, a former soldier of the United States army, Capt. Palmer, of the Bangor police, just then at the station in response to a telegram from Detective Odlin, and the armed prisoner was quickly taken to the patrol wagon which was waiting. Patrol wagon touched up the horse and the officers and their men were soon at the police station, where Small was locked up for the night.

A White representative learned from Detective Odlin that Small was under arrest for some alleged crooked work in Lewiston and from Capt. Palmer that Small will be charged with forged documents with Emerson & Adams, of Bangor. Detective Odlin says that Small has been in the regular army for several years and was turned out and left the army only about a month ago. Fred Bartlett is a jeweler of Rumford Falls and buys his goods of H. A. Gould & Son, of Lewiston. On July 20 a man called at the Osgood store and produced an order for jewelry signed with the name of Fred Bartlett.

The man said he was a brother and partner of Bartlett's and the police requested him to identify the goods and he did so. The man said he had a watch, a dozen small rings, six gold bracelets, a bunch ring and two plain bracelets for Bartlett. The man said that day brought to Osgood & Son a sum of \$25,000, and he was given an old man's coat, but no receipt.

Mrs. Smith is suffering from nervous prostration. Davis was subsequently arrested. He was drunk at the time he committed the act.

BROKE HER EPOLETTA.

The steamer Sedgewick met with a mishap at Camden on Tuesday, which caused quite a delay in her arrival at Bangor last night with a crowd of ex-captains from Oldtown who were down, right blithely on meritless bent to Camden, leaving here in the morning. At Camden while the steamer was at the wharf the propeller she struck a ledge. In getting off two blades of the propeller were broken and the men were obliged to wait for the incoming tide in getting off! The steamer arrived here about midnight, progress being slow owing to the broken propeller.

Repairs will be made as soon as possible.

Some of the German Alice regiments will be selected as will first go to Manaus.

WARDEN NICHOLS WILL INVESTIGATE.

Kinloch, Mo., Aug. 2. Game Warden Nichols of this town went to a camp on Williams stream, 37 miles up the lake today, to investigate the complaint of Dan Smith, a guide, that the camp owner killed his deer in the woods.

From Seward at 8:20 A. M. and Portland 10:30 A. M.

TO RETURNING.

From Boston, daily, at 12:30 P. M. from Rockport 1:30 A. M. daily except Monday, 1:30 P. M. Saturday, 1:30 P. M. and to Portland 1:30 P. M. and to Rockland 1:30 P. M.

From Seward at 8:20 A. M. and Portland 10:30 A. M.

MANUFACTURERS, SAILORS, &c.

WILLIAM H. HILL, General Manager, Boston

DAY AT 6:30 A. M.

MT. DESERT BRANCH.

Train leaves Bangor for Bar Harbor, Sullivan, Sorrento at 5:05 and 6:05 A. M.

5:15 A. M.—Arrives at 6:30 A. M.

5:30 P. M.—Arrives at 6:30 A. M.

5:45 P. M.—Arrives at 6:30 A. M.

6:00 P. M.—Arrives at 6:30 A. M.

6:15 P. M.—Arrives at 6:30 A. M.

6:30 P. M.—Arrives at 6:30 A. M.

6:45 P. M.—Arrives at 6:30 A. M.

6:55 P. M.—Arrives at 6:30 A. M.

7:10 P. M.—Arrives at 6:30 A. M.

7:25 P. M.—Arrives at 6:30 A. M.

7:40 P. M.—Arrives at 6:30 A. M.

7:55 P. M.—Arrives at 6:30 A. M.

8:10 P. M.—Arrives at 6:30 A. M.

8:25 P. M.—Arrives at 6:30 A. M.

8:40 P. M.—Arrives at 6:30 A. M.

8:55 P. M.—Arrives at 6:30 A. M.

9:10 P. M.—Arrives at 6:30 A. M.

9:25 P. M.—Arrives at 6:30 A. M.

9:40 P. M.—Arrives at 6:30 A. M.

9:55 P. M.—Arrives at 6:30 A. M.

10:10 P. M.—Arrives at 6:30 A. M.

10:25 P. M.—Arrives at 6:30 A. M.

10:40 P. M.—Arrives at 6:30 A. M.

10:55 P. M.—Arrives at 6:30 A. M.

11:10 P. M.—Arrives at 6:30 A. M.

11:25 P. M.—Arrives at 6:30 A. M.

11:40 P. M.—Arrives at 6:30 A. M.

11:55 P. M.—Arrives at 6:30 A. M.

12:10 P. M.—Arrives at 6:30 A. M.

12:25 P. M.—Arrives at 6:30 A. M.

12:40 P. M.—Arrives at 6:30 A. M.

12:55 P. M.—Arrives at 6:30 A. M.

1:10 P. M.—Arrives at 6:30 A. M.

1:25 P. M.—Arrives at 6:30 A. M.

1:40 P. M.—Arrives at 6:30 A. M.

1:55 P. M.—Arrives at 6:30 A. M.

2:10 P. M.—Arrives at 6:30 A. M.

2:25 P. M.—Arrives at 6:30 A. M.

2:40 P. M.—Arrives at 6:30 A. M.

2:55 P. M.—Arrives at 6:30 A. M.

3:10 P. M.—Arrives at 6:30 A. M.

3:25 P. M.—Arrives at 6:30 A. M.

3:40 P. M.—Arrives at 6:30 A. M.

3:55 P. M.—Arrives at 6:30 A. M.

4:10 P. M.—Arrives at 6:30 A. M.

4:25 P. M.—Arrives at 6:30 A. M.

4:40 P. M.—Arrives at 6:30 A. M.

4:55 P. M.—Arrives at 6:30 A. M.

5:10 P. M.—Arrives at 6:30 A. M.

5:25 P. M.—Arrives at 6:30 A. M.

5:40 P. M.—Arrives at 6:30 A. M.

5:55 P. M.—Arrives at 6:30 A. M.

6:10 P. M.—Arrives at 6:30 A. M.

6:25 P. M.—Arrives at 6:30 A. M.

6:40 P. M.—Arrives at 6:30 A. M.

6:55 P. M.—Arrives at 6:30 A. M.

7:10 P. M.—Arrives at 6:30 A. M.

7:25 P. M.—Arrives at 6:30 A. M.

7:40 P. M.—Arrives at 6:30 A. M.

7:55 P. M.—Arrives at 6:30 A. M.

8:10 P. M.—Arrives at 6:30 A. M.

8:25 P. M.—Arrives at 6:30 A. M.

8:40 P. M.—Arrives at 6:30 A. M.

8:55 P. M.—Arrives at 6:30 A. M.

9:10 P. M.—Arrives at 6:30 A. M.

9:25 P. M.—Arrives at 6:30 A. M.

9:40 P. M.—Arrives at 6:30 A. M.

9:55 P. M.—Arrives at 6:30 A. M.

10:10 P. M.—Arrives at 6:30 A. M.

10:25 P. M.—Arrives at 6:30 A. M.

10:40 P. M.—Arrives at 6:30 A. M.

10:55 P. M.—Arrives at 6:30 A. M.

11:10 P. M.—Arrives at 6:30 A. M.

11:25 P. M.—Arrives at 6:30 A. M.

11:40 P. M.—Arrives at 6:30 A. M.

11:55 P. M.—Arrives at 6:30 A. M.

12:10 P. M.—Arrives at 6:30 A. M.

12:25 P. M.—Arrives at 6:30 A. M.

12:40 P. M.—Arrives at 6:30 A. M.

12:55 P. M.—Arrives at 6:30 A. M.

1:10 P. M.—Arrives at 6:30 A. M.

1:25 P. M.—Arrives at 6:30 A. M.

1:40 P. M.—Arrives at 6:30 A. M.

1:55 P. M.—Arrives at 6:30 A. M.

2:10 P. M.—Arrives at 6:30 A. M.

2:25 P. M.—Arrives at 6:30 A. M.

2:40 P. M.—Arrives at 6:30 A. M.

2:55 P. M.—Arrives at 6:30 A. M.

3:10 P. M.—Arrives at 6:30 A. M.

3:25 P. M.—Arrives at 6:30 A. M.

3:40 P. M.—Arrives at 6:30 A. M.

3:55 P. M.—Arrives at 6:30 A. M.

4:10 P. M.—Arrives at 6:30 A. M.

4:25 P. M.—Arrives at 6:30 A. M.

4:40 P. M.—Arrives at 6:30 A. M.

4:55 P. M.—Arrives at 6:30 A. M.

5:10 P. M.—Arrives at 6:30 A. M.

5:25 P. M.—Arrives at 6:30 A. M.

5:40 P. M.—Arrives at 6:30 A. M.

5:55 P. M.—Arrives at 6:30 A. M.

6:10 P. M.—Arrives at 6:30 A. M.

6:25 P. M.—Arrives at 6:30 A. M.



## Whig and Courier

THE WHIG AND COURIER PUBLISHING CO.

All business letters should be addressed to The Whig and Courier Publishing Co., and communications intended for publication should be addressed to "Editor of Whig and Courier."

Entered at Boston, Mass., as Mailer.

WEDNESDAY, AUG. 3, 1898.

## FOR GOVERNOR:

LEWELLYN POWERS, of Holliston.

## FOR CONGRESS:

First District, Thomas B. Reed.

Second District, Nelson Dingley.

Third District, Edwin C. Burleigh.

Fourth District, Charles A. Boutillier.

## FOR SENATORS:

Ames Adams.

Stanley Plummer.

Nathaniel M. Jones.

## FOR SHERIFF:

Charles R. Brown.

## CLERK OF COURTS:

Charles F. Sweet.

## COUNTY ATTORNEY:

Bertram L. Smith.

## COUNTY TREASURER:

Henry L. Stubbs.

## REGISTER OF DEEDS:

John T. Bowler.

## REGISTER OF PROBATE:

Ames E. Hardy.

## County Commissioner:

Charles L. Hathaway.

## REPRESENTATIVES:

Isiah K. Stetson.

Flavius O. Boal.

Frederick H. Parkhurst.

## The War Situation.

At this writing there is little change in the war situation. No answer has yet been received from Spain, but the belief is quite generally entertained that the terms of peace offered by the United States will be accepted. While no terms have not been published in detail, the State Department has given out a statement that practically confirms the accuracy of the press reports. So far as the Philippines are concerned, the United States proposes to hold the city and harbor of Manila pending the conclusion of a peace treaty by a committee selected for that purpose which shall determine the control of the islands in the future.

While these negotiations are under consideration General Miles is progressing successfully with his Porto Rico expedition. So far he has encountered little opposition and the people of the island welcome his coming in a way that indicates an eagerness to become a part of the United States. The rights of the people are being carefully guarded and no little interference with local law is made as is consistent with the changed condition of affairs in the captured territory. The objective point of the expedition is San Juan, and the American army is preparing for the final stroke, but this will not be made until the reinforcements have arrived.

More troops will also be sent to General Merritt for the Manila expedition. Even after the fall of that city a considerable force will be necessary to maintain order, especially in view of the somewhat troubousome attitude assumed by the insurgents.

## BUCKSPORT NEWS.

A Bad Fire in the Smeltbrook Woods.

Moonlight Excursion-Band Concert-Arrival and Departure.

(Special to Whig and Courier)

Bangor, Aug. 2. The fire in the Smeltbrook Woods started up again yesterday noon and burned rapidly down towards the Bridge (center), on Pleasant Street. It had an audience of about 100 spectators. The fire was played on by the fire department, but the commander of the vessel was Captain Cook. The Commodore must be considered in relation to the fire. An ascended command with his chief with signaling lights and the enemy incapable of making a respectable resistance, he had no chance to win this battle at Santiago. The Brooklyn proved a wonderful fighting machine, but the commander of the vessel was Captain Cook.

The Commodore is preparing to leave here to-morrow morning. Mr. Reed is strong enough in the district to ensure his return by a delicate majority under any circumstances, but this year he is bound to go from the national slate within the ranks of the opposition.

Unholy Number. Fifteen is an unlucky number and those were just thirteen Democrats at the Representative outfit in the evening. It was a warm night and the members of the party realized that it was purely a matter of form, they did not take the trouble to offend the voters. The nominees are Messrs. Frank Robinson, William F. O'Brien and Frank A. Owen not one of whom expects to be called upon to go to August 22d winter. They finally bound the fate of their names to complete the ticket.

## Why They Last.

## First District Republicans Hold Fort at Portland Tuesday and Name Thomas B. Reed as Their Leader.

## FAMOUS SPEAKER RESPONDS.

Hon. J. W. Symonds, of Portland, Presents the Candidate.

Very Complimentary.

Terms-Resolutions Adopted.

SAUSAGE filled well with the exception of the 200 cases, 210 and 214 tons.

Patented May 20, 1875, will be shipped to England as the city of the codfish season this fall, so the landscape painting man has been purchased by George Neuberger for his friend Walter Wulff of London.

Dusty Miller, 220, one of the extremes at Mahone's farm, is now a great breed mare, being the dam of both Miller, 212½, and Stephen, 228.

Alvadown was killed last week by lightning. She was a daughter of Highland Almond, and had produced Pascha, 208½, and Elizabeth, 219.

Anglin, the dam of Anglin, 212½, cast William Simpson, 207, at the Clovelly sale last April. At that time she had only her breeding 26 months old.

Sausage filled well with the exception of the 200 cases, 210 and 214 tons.

Patented May 20, 1875, will be shipped again until the last of this month.

Lady of the Manor, 2,000, is a Mare.

George Ketcham will breed a sister to Crecent, 2,000, to Guy Wilkes, 215.

Lady Wilkes, 2,100, is now being bred on the farm in Paris, France.

Tom Keating is sick so that McDowell and McLeary are doing his driving.

Dick Tilton's horses all lost form in the sale from Nebraska to New England.

Henry Knapp and Mosef Jr. along with the rest of George Van Dyke's horses.

Four-year-old colt—Lester, 2,12½.

Lady of the Manor, 2,000, is a Mare.

Four-year-old filly—Miss Beatrice, 2,000.

Four-year-old gelding—Tommy, 2,12½.

Trotter—Lester, 2,000, is now being driven by Mahon King (207) and Trickey (208).

Four-year-old gelding—Trickey, 2,000.

Four-year-old gelding—Guy, 2,12½.

Four-year-old gelding—Lester, 2,12½.

Four-year-old gelding—Tommy, 2,12½.







